/17 cont./

499 438 each year. In spite of the use of cars of great capacity, the transport facilities are insufficient during the first months of trade. However, the practice of degressive tariffs, so as not [651] to place at a disadvantage the production of regions that are farther from the place of destination, limits all the more the possibility of an increase of vehicles, since the traffic in groundnuts is essentially seasonal and it poses a problem of return freight. The three ports of Dakar, Kaolack, and 438 Ziguinchor consitute, for exports, freight breaking-points [504] between land transport and maritime transport. The latter [505] is handled for the most part by the vessels of companies who undertake regular service: Delmas et Vieljeux, Maurel et Prom, etc.; they also have competition from the tramps. 435 These /18/ multiple freight-breaks weigh quite heavily on 438 the price of groundnuts, quite low at the outset, due to the fact that each of them is accompanied by multiple manipulations.

2) The manipulations. In its present organization, the circuit of the groundnuts involves many manipulations, because the product is transported in bags. At each step it is necessary to weigh the bags, to empty them into the secco, and then, when they are again forwarded, to proceed to another weighing and rebagging. Over and above the cost of the labor, the firms and sometimes the traders must bear the great expense of buying and repairing great quantities of bags which quickly wear out or go astray. M. Barbier estimates that a bag of groundnuts undergoes 16 handlings at the minimum from the place of production to the port. A solution to this problem might be found in transporting the product loose, by trucks and cars with gratins, loaded by mechanical transporters. These transformations presuppose great investments, which the groundnut, a cheap and, above all, seasonal product, cannot amortize.

3) Regulation of the condition. The decree of 11 January [656] 1926 created an Office d'inspection et de conditionnement de l'arachide /Office of Inspection and of the Condition of

/372/

369 [361] "Dakar is the only city, in the European (or Western) sense, in all of West Africa," wrote D. Wittlesey in 1941 (1).

1. Derwint Wittlesey, "Dakar and other Cap Verde Settlements," The Geographical Review, 1941, p. 609.

[113]

Things have changed since then; Conakry, Bamako, Abidjan, and other centers have become true cities. It is incontestable [162] that the 230,000 inhabitants counted in the census in 1955, of [563] whom more than 30,000 were non-Africans, make Dakar the most important city in all of the Black Africa of French expression. In 1957 its port had more traffic than all the other ports [505] of former French West Africa; in 1960, 8,000 vessels, with a capacity of 21,000,000 tons (2), put it among the most frequented

2. The official figures are 7,948 vessels and 20,992,111 tons.

[162] ports of Africa. But 50 years ago Dakar did not have 25,000 inhabitants. The rhythm of its growth is thus on a level with that of certain mushrooming cities in the United States of America. Dakar does not owe this extraordinarily rapid development solely to favorable natural conditions, as is often said, but also and especially to a complex interaction of historical, economic, and political factors. It is a crossroads born out of the effective integration of the African world and South America in the European economic system, an integration linked with the search for raw materials and markets, made possible and necessary by the great technical progress realized since the middle of the nineteenth century. City-crossroads, all of its vitality depends on the state of its relations.

[133] 1. Birth of Dakar. The head of the peninsula of Cape Verde, on which Dakar was established, is an assemblage of

/375 cont./

175 369 [714] name of France by the post-captain Protet, who materialized this taking of possession by the construction of a protective fort, from which outfitting soon began. Work on the port[1] began in 1862, and, on 4 November 1866, the first accomplishments [505] were inaugurated by the first passage of a packet-boat. As early [502] as the first of April 1864, the lighthouse of the Grande-Mamelle was lighted, followed two years later, on the first of December 1866, by the two lighthouses with fixed lights at Cape Manuel and the Pointe des Almadies /Cape Almadies/. A first plan for the future city was approved by the decree of 1 July 1862, while from this time on a plan for a railroad to link Dakar and Saint-Louis agitated opinion.

Nevertheless, despite these efforts, the launching of Dakar, put under the administrative guidance of Gorée, was difficult; the city was unpopulated, the Goréans monopolizing the lands without wanting to leave their island. Moreover, Rufisque, closer to the regions where groundnuts were cultivated, was better located for commerce with the interior and, because of this, contributed to blocking the development of Dakar. But [633] the decree of 17 June 1887 separating Dakar from Gorée marked a decisive turning point (1885) in the life of the new creation.

369 2. Dakar, metropolis before being a city. Having become an autonomous center as a result of the Conference of Berlin, at a period when the colonial rivalries between the great powers were accentuated, Dakar benefited from the effective support /376/ of a mother country determined to make it a base for its expansion in West Africa.

504 369 It was the port in particular that was to be the essential instrument of the launching and of the power of Dakar. Its first elements constructed shortly after the occupation were clearly insufficient, and as early as 1892 it was necessary to extend the old embankment by 200 meters and to add on to it a pier of 280 meters (present Pier III). But it was especially from 1899 that [712] the great works began. The military port, which had to serve as

[1] [i.e., the port of Dakar--Analyst]

/376 cont./

504 369 712 the support point for the whole military organization of the West African coast, was constructed between 1899 and 1902. Some of these accomplishments, such as the north jetty, the extension of the south jetty, and the dry dock, also concerned the commercial port, the construction of which began immediately afterwards and continued from 1903 to 1910. Two new piers were added to the first one, delimiting three docks between the south jetty and the military port, while the outfitting of the platforms was vigorously carried on (9).

9. Morazé, Ch., "Dakar", Annales de Géographie, 1936, pp. 607-671.

[113]

369 648 This phase of the construction of the port was accompanied by a very important act which was to serve as support for the development of Dakar: the transfer in 1902 of the office of the Government-general of West Africa from Saint-Louis to Dakar, which led to the establishment of high administrative offices in this city (Contrôle Financier, Treasury, Public Works, etc.) (10), although the Governor-general, awaiting

10. Morazé, Ch., op. cit., p. 620.

the construction of his palace, was installed at Gorée, where he remained until 1907, an event adding considerably to the accomplishments on the port and which marked the beginning of the prodigious vigor of Dakar (Fig. 3). 1/1

369 [505] As early as 1911 the port registered a tonnage of more than four million tons; it exceeded 5.6 millions in 1913. During the course of the First World War it played a role that greatly surpassed anything that the founders could have hoped for: in 1917, a tonnage of 10.5 million tons. To be sure, the end of the war led to a sharp decrease in the arrivals and departures, [504] but the recovery that followed the war was such that new works for the port soon became necessary. They were done between

7 [See Category 116, P.19-- Analyst]

/377 cont./

369 439 504 that Dakar is designated above all as a port d'escale, "a service station," of the tropical Atlantic, provisioning the ships with water and, above all, combustibles; the latter, represented in former times by coal in particular, are now almost entirely made up of hydrocarbides, the export and import traffic of which sometimes represents more than double that of merchandise: 211.1% in 1954, 233.6% in 1955, 186% in 1959.

369 439 487 But, beyond this role as a port d'escale, Dakar thrust ahead as a metropolis, governing a large region. In fact it is via Dakar that food products (rice, flour, sugar, etc.), cloth and thread, industrial products, etc. come in, principally destined for Senegal, Mauritania, and the Sudan, which, in return, send groundnuts, gum, hides wax, etc. to it for export. This situation is the result of struggles in the recent past between Dakar and the old maritime or river ports [505] which shared the light traffic of former times. The construction of the port and modern means of communication with the interior permitted Dakar to eliminate its rivals very quickly.

369 [505] The establishment of Gorée, caught in a crisis since the abolition of slavery, despite the resistance, at first active and then passive, of its municipality (13), has been practically

[113] 13. In the work by J. Charpy (La Fondation de Dakar /The Founding of Dakar/, Larose, Paris, 1958), there is a series of documents on the various aspects of this resistance.

eliminated from the economic circuit since the accomplishment of the great work of the commercial port. Business then emigrated [162] to the continent, while the city went to sleep, losing more and more of its population; from 3,200 inhabitants in 1872, it went to 2,068 in 1891, 1,249 in 1910, 998 in 1921, so that the com- [633] mune was abolished and attached to Dakar in 1929, and then the entire island was classified as a historical monument in 1944.

/377 cont./

369 The reconstitution of the municipality in 1956, a simple elec-
633 toral operation, proved /378/ /Fig. 2 appears here/ to be incapable of giving life to Gorée; at the beginning of 1961 it was forced to reattach itself to Dakar, for which it is nothing more than a tourist annex. Nevertheless, due to the crisis in housing
[362] in Dakar, it offers its old houses to workers from the victorious great city.

369 The elimination of the other rival centers was not as easy,
505 but no less radical. The railroad linking Dakar and Saint-Louis,
496 finished in 1885, did not immediately bring about the decline
487 of the old Senegalese capital. On the contrary, asleep since entry up the river became impossible because of the increase in tonnage of the ships, it seems to have gained a revival of activity, especially after the construction of the Kayes-Niger section of
[439] the railroad at the end of the century. In fact the products destined for the Sudan or coming from there, which took the path of the Senegal River, were subjected to an obligatory freight-break there, which made Saint-Louis a quite important mart. But the construction of the Thiès-Kayes railroad after the First World War and the /379/development of automobile traffic had the effect, on the one hand, of directly annexing the Sudan to the zone of influence of Dakar, and, on the other hand, of isolating Saint-Louis and the old escales /trading centers/ of the Senegal River and accelerating their economic decline (Fig. 2).
369 Bakel, Matam, Podor, and Dagana are no more than administra-
[633] tive centers without any great economic activity. Saint-Louis, continuing as the capital of Senegal, preserved an appearance of vitality longer. But in 1957 Dakar robbed it of this function to the great despair of its population, which, after a phase of violent opposition, complains today in a passive resistance that the tokens of sympathy and the promises expressed a thousand times in the official speeches of the state authorities do not come to anything.

369 As for Rufisque, for a long time it had more economic
505 trump cards than Dakar. In fact, when the port had not yet been
439 constructed at Dakar, it was more advantageous to load the

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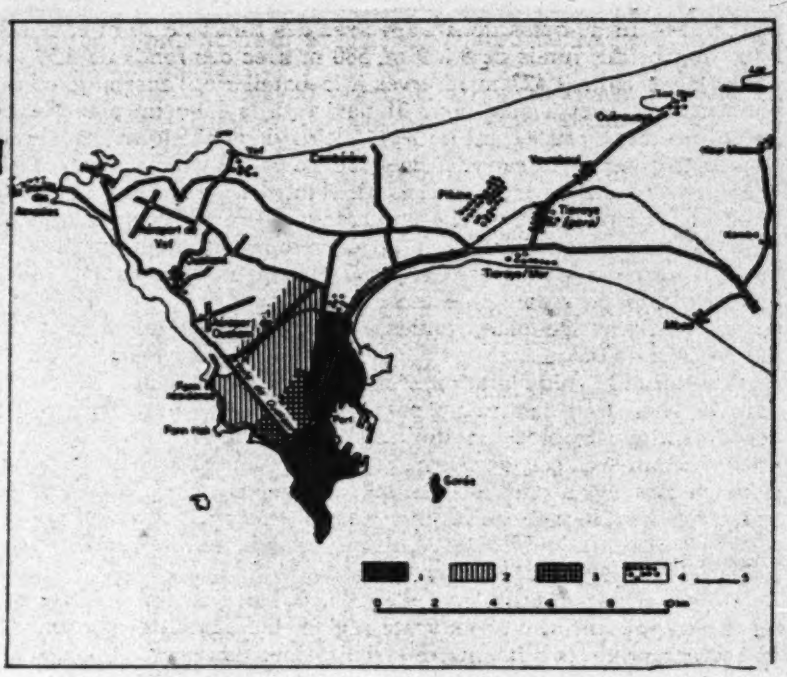

Fig. 2. The quarters of Dakar. --1. Dakar-ville and the industrial zone; 2. Greater Dakar; 3. Médina; 4. villages of the suburbs; 5. railroads.

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groundnuts at Rufisque, nearer to the centers of production in Cayor. Therefore Rufisque soon became the groundnut capital. As early as 1862, 27 European or Gorean merchants were established there (and 12 at Bargny, located three kilometers farther to the east). Three years later, this figure climbed to 35 (14).

14. Note 1 in Fondation de Dakar, op. cit., p. 328.

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The activity at Rufisque was so great and the launching of Dakar so

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369 633 difficult that the commandant of Gorée, Pinet-Laprade, in a letter of 9 May 1862 (15), proposed to the governor of Senegal

15. Archives of the G. G. A. O. F. 4 B 20, 13 G 299, L 9, in Fondation de Dakar, op. cit., pp. 327-329.

that the authority of the settlement of Rufisque be abolished in order to avoid stifling Dakar. Evidently Pinet-Laprade was not followed, and the declassing of Rufisque, which nevertheless was to intervene later, was the result of a bitter struggle. As 369 soon as it was possible to draw up alongside the quay at the port ●505 of Dakar, Rufisque lost the advantage of its situation, which had 504 permitted a saving, in relation to Dakar, of some 30 kilometers of land travel. Actually, this drawing up to the quay by the ships ended the slow transshipments which caused a great loss of time at Rufisque. Therefore, as early as about 1930, Rufisque [633] had been declassed; in 1933, after the construction of the groundnut platform at the port of Dakar, it did not load more than 10% of the harvest of Senegal, as against 28% at Dakar. Today no maritime loading is done at Rufisque, and the city maintains some economic activity only by grace of a new orientation tending to make it an industrial annex of Dakar.

369 505 439 Thus, the elimination of rivals has resulted in a tendency for all of the activity of collecting the products of Senegal, Mauritania, and the Sudan to be concentrated at a single pole. Only two ports, Kaolack and Ziguinchor, have succeeded in maintaining themselves /380/ and even developing themselves as ports of direct importation and exportation. In 1933 Kaolack exported 52% of the Senegalese harvest of groundnuts, and Ziguinchor nearly 10%, while Dakar had only 28%. Specifically, in addition to a regional exportation equal to half of the Senegalese harvest, Kaolack handled the rail shipments of a large part of the production of eastern Senegal and even of the Sudan. In the case of Ziguinchor, it handled the production of Casamance, which has no other export port. Today the conversion of the

/380 cont./

369 groundnut before exportation has given Dakar an undisputed
505 advantage over Kaolack. In 1957 the exports of groundnut
439 products (shelled groundnuts, oil cake, oil), which represented only about a twentieth of the total traffic of merchandise in the port of Dakar, was more than the total of the import and export traffic of Kaolack (292,000 metric tons as against 220,000 metric tons). In any case neither Kaolack nor Ziguinchor, both located on rivers which are difficult to enter because of the shifting banks of sand or mud, can be dangerous rivals in any way for Dakar, which, because of this, practically thrusts itself on all of Senegal, Mauritania, and the Sudan. On the other hand, Dakar dominates from afar the three other large maritime ports of former French West Africa, Conakry, Abidjan, and Cotonou, whose total traffic in 1957 equaled only about three-fifths of the traffic of Dakar.

369 But even though the port is the basic instrument of the
[433] power of Dakar, there are other additional elements that reinforce this power.

369 First there is the place that Dakar occupies in the sphere
509 of aviation. Since the first direct connection with France via
[487] the Mediterranean coast of Spain, Morocco, and Mauritania (16), its role has not ceased to grow on the international plane.

16. Marcel M. Chariter, "Dakar, port aérien," op. cit., p. 84.

[508] The hydrobase of Bel-Air and the airport of Ouakam, which served the first trans-Atlantic airplanes, are outclassed today by the great airport of Yoff, which was begun in 1940. Well equipped, this airport of international class and one of the largest airports of Africa is by far the most important one in former French West Africa, accounting by itself in 1957 for a fourth of the airplanes (arrivals and departures), a third of the passengers embarking or debarking in former French West Africa, and half of the passengers in transit. For certain directions, such as South America, the passengers from all of West Africa must embark at Dakar.

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369 condemnation.

433 Consequently it is necessary to emphasize the same
439 instability of this role of Dakar as a relay-station. Already
[505] strongly rivaled in its function of provisioning ships by such ports as Las Palmas and Santa Cruz of Tenerife (25), better

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25. Nicolas, J. -P., "Les hydrocarbures de soute à Dakar; 2e rapport. Eléments d'information sur la position concurrentielle des îles Canaries, 15 Nov. 1960 /The hydrocarbides stored at Dakar; 2nd report. Data on the competitive position of the Canary Islands, 15 Nov. 1960/," I.F.A.N., Dakar.

located on the direct route between Europe and South America. Dakar is no longer an imperative stop in the tropical Atlantic because of the greater autonomy of the ships in the matter of provisioning. On the other hand, the recent political evolution which has led to the "Balkanization" of former French West Africa has not only broken all the administrative and political ties which were among the most notable elements of the power of Dakar, but it has also permitted at Conakry, Abidjan, and Cotonou other possible relay-stations for the interior regions to become rivals, more and more limiting the zone of influence of Dakar. The recent breakup of the Federation of Mali, completely and at a single stroke turning the traffic between Senegal and the Sudan toward Abidjan in particular and to a lesser extent toward Conakry, is a particularly striking example of the instability of the position of Dakar. In the present state of affairs, nothing remains for Dakar but the Senegalese interior and Mauritania, and this latter country, which is building its own port at Port-Etienne, is seeking to free itself (Fig. 6).

Thus, grave threats weigh on the metropolis of Dakar. In any case, even in the eventuality of a recovery in the

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

Cape Rouge to Sangomar Point

The hills are near the shore at least as far as the Somone, but the shoreline is fringed with sandy beaches and occasional mangrove swamps. Popenguin, 6 miles from Cape Rouge, has a Roman Catholic church, and, 1½ miles farther, Cape Naze rises to 236 feet. Inland there is a hill of 400 feet. Three miles beyond the cape the river Somone finds its way to the sea through a patch of mangrove-woodland. The coast runs south-eastwards by means of a series of small bays, and the country is more settled and cultivated. A number of sandspits can also be distinguished. These have been built by the prevailing current, and they have either blocked or diverted the short streams and marigots. From the village of Somone, which is a little distance from the river of that name, there is a minor road to Ngaparou, Portudal, and M'Bour (p. 450). Portudal's great days are over, but ships can still anchor about 3½ miles off shore in a depth of 5½ fathoms. There is a reef to seaward of the beach, but west of the village a break allows access to a creek, where landing is possible. There are many other reefs and shoals off this part of the coast. Inland, the road is continued near the shore to Joal, but in many places its surface is very rough indeed. Two miles beyond M'Bour the Balling, a seasonal river, meets the sea, and, 3 miles farther still, is Nianing, a local centre for tracks. From here the coast runs almost due south to Sarène point, a low and sandy promontory. After this the road goes inland a little to avoid a shallow bight, heavily fringed with mangroves and crossed by several marshy streams. South of this, and 1 mile north of Senti point, is the village of Ngazobil, conspicuous by reason of its Roman Catholic church. Joal (p. 450) is 2½ miles farther south-east. From this place onwards the coast is extremely swampy and is cut up by creeks and estuaries. Only the principal features can be noted here.

[133] [361] [368] [491] [491] [491] [368]

Eleven and a half miles beyond Joal stands the little village of Diakhanor. This marks the northern end of a strip of land which is strongly reminiscent of the Langue de Barbarie. It has been built by the Saloum and the sea, and it separates them for about 10 miles. An old mouth of the river is clearly observable 6 miles south of Diakhanor, and the end of the strip is called Sangomar point.

Sangomar Point to the Frontier of the Gambia

The Saloum is navigable upstream for sea-going vessels for about 100 miles, and on its banks and those of its tributary the Sine

[505] [487]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

are the ports of Foundiougne (p. 451), Lyndiane, Kaolack (p. 452), and Fatik (p. 451). Its entrance is obstructed by a bar of shifting sandbanks. The principal channel, the New Passage, is immediately east of Sangomar point and has a width of 650 feet and a depth of 11½ feet. Inside the bar the river is rather deeper. Four miles south-south-east of Sangomar point is Sable island, 2¾ miles east of which is Jackonsa point. This marks the west side of the imposing estuary of the Djomboss, which is a distributary of the Saloum, but which is also connected to the Bandiala and the Gambia. Southwards there are many shoals and several islands, and navigation is difficult. The largest of these islands is 3 miles long and its northern tip is 7 miles from Jackonsa point. Its southern tip is almost opposite another wide estuary, the Bandiala, the source or terminus of a score of muddy creeks. Four miles south-east of this estuary is the frontier of the Gambia. The next 40 miles of coast are, therefore, in British territory.

[133] [361] [505] [487]

Allahine River to Cape Roxo

It has already been noticed that the Allahine (San Pedro) river forms the international frontier between the Gambia and Senegal. The mouth of this river is blocked by sandbanks, so that it connects with the sea only at high tide. For the next 18 miles the coast is flat and treeless, with white sandy beaches on which the sea breaks heavily. There are no landing-points, and off-shore depths are very shallow. After that there are some minor waterways, and, 33 miles from the Allahine, Diogué point marks the northern shore of the estuary of the Casamance. This river, 2 miles wide at its mouth, is navigable as far as Ziguinchor (p. 453) for vessels drawing 15 feet, and as far as Sedhiou (p. 454) and Kolda for smaller craft; but the last 35 miles of its course are through mangrove swamps. The entrance to the estuary is partly blocked by a bar, but there are two places where this may be crossed. One of these, the North Passage, is off Diogué point and has a depth of 13½ feet, and the other, the South-West Passage, is 1½ feet deeper. The coast that faces this passage has a low sandy beach backed by dunes, and the village of Diembering, 8 miles south-south-west of Diogué point, is behind these dunes. The coast curves gradually south-eastwards, still exhibiting the same features but with a number of shallow bays, and between Cape Skiring and Cape Roxo there are many rocks off shore. The latter cape is also low and sandy, and it marks the international frontier with Portuguese Guinea.

[505] [361]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

The District of Dakar

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

Inland Towns

Bakel (14° 52′; 12° 24′ W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falémé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

Bambey (14° 40′; 16° 25′ W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

Set in the midst of an area of dense population, Bambey is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

Communications. By railway Bambey is 77 miles from Dakar, 33½ miles from Thiès, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiès and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

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36

The electric power station has a gas-engine plant that burns the residue from ground-nut presses. [377]

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles). [496] [491]

LOUGA (15° 37′; 16° 16′ W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market. [131] [162] [654]

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters. [438]

Electricity is supplied by an oil-driven plant. [377]

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks. [496] [491]

PODOR (16° 35′; 15° 02′ W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market. [131] [162]

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis. [439]

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian [487] [505] [491]

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[ST. LOUIS]

206 *Wireless.* The wireless station is to the south of Gust N'Dar.

505 *River.* Above Faidherbe Bridge the river is closed to all vessels not
[648] flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

	1928	1929	1930	1934	1935
[497] [494] Sent by rail or road	9,545	9,555	11,456	3,269	6,224
Sent by river	2,520	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

36 DAKAR (14° 39'; 17° 25' W.). Population, 80,052, including *c.* 6,000
[31] Europeans. Capital of the Federation and Headquarters of the
[62] District of Dakar. Full Commune. Custom-house. Law courts.
[489] Chamber of Commerce. Pasteur Institute. Hospitals. Naval base
[712] and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian,
[648] Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteoro-
[654] logical station. Airport and seaplane base. Wireless stations.
[508] Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station.
[697] Prison. Public library. Hotels. Garages. Railway workshops.
[498] Cinemas. Race-course. Sports stadium. Botanical gardens.
[654] Agricultural experimental station. Daily market.

361 Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore,
[433] well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire.

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point.

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest.

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital.

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln.

The only source of water is an artesian well in the fort.

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland.

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet.

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[JOAL]

the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06′; 16° 29′ W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboss, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18′; 16° 27′ W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

22:Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 39

KAOLACK (14° 07'; 16° 07' W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where the river is 100 yards wide. It is the limit of navigation for sea-going ships.

In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent population only. At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

Trade

During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading.

Across the river from the town is a large salt-works.

The Port

On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

Communications

Rail. Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6½ miles). Both stations are close to the river, and there is a line directly on to the quays.

Road. Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kaffrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Nioro

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[KAOLACK]

(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles). 36 [491]

Air. The airfield is 1 mile north-east of the town. [508]

Wireless. The wireless station is in the centre of the town. [206]

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar. [505]

ZIGUINCHOR (12° 32′; 16° 21′ W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market. [131] [162] [743]

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled. [504]

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque. [439]

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering. [491]

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town. [509]

Wireless. The two wireless stations are housed in the same building. [206]

22b Winterbotham et al. K-4 (no date) 1944 M537 Senegal [453]

36 [131] [168] Sedhiou (12° 42′; 15° 31′ W.). Population, 1,653. Provincial headquarters. Medical post. Emergency landing-ground. Regional School.

[487] [505] Sedhiou is on the right bank of the Casamance, 68 miles above Ziguinchor and 110 miles from the sea, and it is only usable by vessels drawing up to 5 feet. Formerly more prosperous than it is to-day, it has some brick buildings and shops. Many of the traders are [439] Syrians, and there is a modest export of ground-nuts, hides, rice, and wax.

[491] By colonial road Sedhiou is 58 miles from Bignona, 74 miles from Ziguinchor, and 62 miles from Kolda.

11. MINERALS

135 [439] The principal mineral exported from the colony is ilmenite, which is washed from beach sands between Rufisque and Cape Rouge, between Joal and Diakhanor, and at the mouth of the Casamance. Zircon (Vol. I, pp. 295–6) is obtained from the same sands, the ilmenite:zircon ratio being about 3:1. Other minerals of potential value are phosphates and limestone, both of which occur in Lower Eocene strata. Lenticular beds of phosphate, ranging from 30 to 65 per cent. bone phosphate of lime, are found near Matam and near Thiès. Limestones and marls are more widespread than in any other [339] colony, and at Rufisque they have been worked experimentally for the commercial production of cement. Bitumen has been encountered at Dakar in borings for water, but investigations have shown that the [315] geological structure is unsuited to the accumulation of petroleum.

12. AGRICULTURE

241 The Gambia divides the millet from the manioc zone, but ground-nuts are the chief crop of both. Sisal-growing is an important, though more recent, industry. South of the Gambia the Casamance Territory provides a rich area for fruit and subsistence crops as well as for [439] ground-nuts.

There is far more production for export than in any other colony.

Food Crops

243 262 *Millets.* Millets form the staple diet of the majority of the native population and are grown all over that part of the colony north of the

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37
Mali MS35

3. Thiès–Kidira (352½ miles).
4. Diourbel–Touba (31 miles).
5. Guinguiné–Kaolack (14 miles).
6. Kaolack–Lyndiane (6½ miles).

History

The first plan for a railway was made by Pinet-Laprade in 1857. It was to connect the head of navigation on the Senegal with a suitable point on the Niger, and in 1863 Mage prospected the country between Medine and Bamako. During the next fifteen years or so various other schemes were proposed. All of them were chiefly concerned with the military conquest of Cayor, of the middle Niger basin, and of the lands between Timbuktu and Algeria. Many of them envisaged a trans-Saharan line, and there seems to have been little thought of economic development.

On 5 February 1880 a Bill was introduced into the French Chamber of Deputies to authorize a line from Dakar to St. Louis with a branch to Medine and the middle Niger. It was considerably amended before being passed, the chief alteration being the excision of the section from St. Louis to Medine.

Surveys of the two other sections were made, and on 21 June 1882 a contract was signed with the Société de Construction des Batignolles to build a line from Dakar to St. Louis. This company remained the owner of the line until it was bought out by the Government in 1933. European labour was largely employed in construction, and this meant that work had to be suspended from July to November each year. In spite of this and other difficulties, the line was opened on 6 July 1885. This was the first railway in West Africa.

It soon became apparent that faulty methods had been used. The wooden sleepers were eaten by termites and the track had been very poorly ballasted. These defects, however, were eventually remedied.

The railway achieved its military purpose, but its economic results were of equal value. In particular, it stimulated the production of ground-nuts by providing means for their export. This had important effects on the development of Dakar and of Rufisque.

Meanwhile a little progress had been made on the section linking the Senegal with the Niger. In contradistinction to the Dakar–St. Louis line, the work was done by the Government. It had an inauspicious beginning. Medine is 625 miles by river from St. Louis and can only be reached by barge in August and September. Material brought from the port was seldom taken farther than Kayes, and goods

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37
Mali MS 35

were dumped there and at places even farther downstream. These had to be transported upstream in barges drawn by men. Diseases, especially yellow fever, caused many deaths, and there were endless difficulties with workmen, both European and native. Furthermore, the country was not fully known and only half pacified. Work began at Medine in the middle of 1881, but the military post at Kita was less than six months old, and that at Bamako was not set up until 1883. By the end of 1881 precisely one kilometre of the line had been completed. In the following year the ships started from St. Louis too late and could not even reach Kayes. There were several epidemics of typhoid and several fires in the store dumps.

By 1884 there were 34 miles of track, but it was so badly constructed as to be incapable of supporting the weight of a locomotive. There was no ballast, poor local wood was used for sleepers, curves were too sharp, and gradients were too severe. In 1888 the work was handed over to the French Marines, who made some improvements in the existing track and extended it to Mahina, a distance of 66 miles. It was still unusable. In the following year a Commission was appointed, and made various recommendations, some of which showed that the original purpose of the line had become obscured. By 1891 there were 79 miles of metre-gauge track from Kayes to Mahina, a ferry across the Bafing, 24 miles of 60 cm.-gauge track from there to Diouléba, and 3 miles of 50 cm.-gauge track beyond that place. In the same year another Commission was appointed, and in the following year a party of engineers was sent out under the command of Major Joffre. Substantial improvements were rapidly effected, and in 1893 the first train ran from Kayes to Mahina. In 1896 the Bafing was bridged. In May 1904 the line, metre-gauge all the way, reached the Niger at Bamako and on 10 December that year it reached Koulikoro. It has since been considerably improved.

In the summer of 1902 the Senegal failed to rise. This prevented any effective provisioning of the posts in French Sudan and also gave a stimulus to railway construction. The original plan for a line from St. Louis to Kayes was dropped, and Thiès was chosen as the junction. The new railway was intended not only to provide a link between existing lines but also to find and attract local traffic. Various routes were discussed, and in 1907 construction began from both ends. The section from Kayes to Ambidedi (26 miles) was opened in December 1908 and that from Thiès to Diourbel (50½ miles) on 16 July 1909. Work on the latter began again in February 1910 and the line reached Guinguiné in the December of that year. By the middle of 1913 it

/92/

I. General Information

131 a) Geographical survey. The circle /cercle, an ad-
634 ministrative district/ of Sine-Saloum is a vast region of 26,000 square kilometers in area. It is one of the most important parts of the colony of Senegal. It is a heavily populated region. Finally, it has an economic value greater than that of the other territories which, together with it, constitute the Government of Senegal in French West Africa.

Bounded on the west by the Atlantic Ocean, it touches on the upper basin of the Gambia to the east and therefore on the very borders of the western Sudan, from which it is separated only by the circle of Tambacounda.

To the north, it reaches the desert of the Ferlo and the Djoloff region.

Along the entire southern part, its frontier runs along the territory of the British colony of Gambia, following precisely the parallel 13° 35' 36", conforming to the delimitation of the International Commission of 1891.

Such are its geographic limits.

133 A great navigable route crosses it from east to west, ending at the ocean; this is the Saloum River, which today is no more than a long maritime channel, narrow in its upper part, which the mud ruins by obstructing it, and ending in a vast estuary with a thousand /93/ ramifications, bordered by banks of sand and providing passage for ocean-going vessels at the place called Pointe de Sangomar, where there is a very narrow and not very deep passage. At low tide, in fact, the depths there are only three and a half to four meters. Under the influence of the trade winds and the tide race, the bar is subject to displacements which the hydrographic
[502] service rectifies by a series of buoys which is continued even
361 beyond the estuary and up to Kaolack, a port about 100 kilometers from the coast.

[505] In this sea arm of the Saloum, the tide makes its effects felt almost to Birkelane, 130 kilometers from the ocean. The

/93 cont./

133 channel, however, is accessible to ocean-going vessels of
505 4,000 to 6,000 tons (1) only as far as Kaolack, whose im-

1. This is about the tonnage of the vessels of the Compagnie Paquet, of the House of Manrel and Prom, and of the foreign vessels which visit the port of Kaolack.

[439]

portance with respect to navigation we shall discuss below.

The Saloum extends into the interior of the land a series of arms which are so many channels or "marigots" /watercourses/ open to cutters and to the native dugouts.

One of the most important is the Sine, which starts at Foundiougne and runs, after many meanders, to the port of Fatick, coming out from the Sérère /Serer/ region, which, however, only cutters of 40 tons can reach.

Nevertheless, the Sine allows steamers of considerable tonnage to tie up at the wharves of Niamnioroh, a small locality which over the past several years has become the gateway to the regions of Sine and western Baol.

133 The appearance of the part neighboring the ocean up to Bathurst is one of a vast fluvial network encompassing islets of low, clayey or sandy land, bordered by huge mangrove trees; this is the region called Bas-Saloum /Lower Saloum/, a fertile area of the same nature as Basse-Casamance /Lower Casamance/, a region of palm trees and of quite dense forests, where unfortunately the clearing of land has begun its devastating work.

From the orographic viewpoint, the region of Sine-Saloum /94/ is a flat region with very slight undulations of the terrain.

Broad longitudinal valleys in a north-south direction descend from the clayey and semi-desert plateaus of the Ferlo and end at the Gambia.

During the rainy season, these depressions in the vicinity of this river form copious streams which dry up rapidly.

/94 cont./

133 On the right bank of the Saloum, these valleys form a more or less continuous string of ponds during the winter.

One of these valleys bears the name of Bao-Bolon; it is several kilometers wide and is the outlet of the region of Birkelane-Kaffrine. The natives report that 50 years ago [505] cutters from Gambia were able to go up this affluent as far as a passage between Nioro-Rip and Mēdina, about 20 kilometers to the north upstream from the river.

133 In the lower valley of the Saloum, along the marigots, 134 one finds the "tannes," marshy depressions covered with water during the winter, but where, during the dry season, the mud is covered with a layer of sand, which, with saline efflorescences, hardens to the point of constituting a rather firm soil. Here one finds a composite of lime and salt; this is the "poto-poto," feared by travelers, motorists, and pedestrians, who can very easily be swallowed up by it. Between Sangomar and the Gambia, the marine affluents of the Diomboss and the Bandiala and the marigots of Dionouar, Toubacouta, Sokone, Messira, and Djinnack are disclosed.

The upper valley of the Saloum, oriented from east to west, presents less sandy soil with outcrops of laterite. Some undulations of the terrain are more pronounced toward the west, in the region of Pakalla Mandack and Niani-Ouli, where the ravines are at times very deep. The plain and the bottom of [137] the depressions are wooded or covered with a very flourishing vegetation.

The northern part of the circle, which is traversed by the valley of the Sine, is made up of sandy soil, very propitious for the cultivation of groundnuts. This valley, 133 formerly watered by streams, has been entirely overrun by the /95/ sea. This drying up of the region is moreover characteristic of almost all of Senegal. One sees it there in the diminution of the volume of certain rivers, a diminution that sometimes, as in the Cayor, Ferlo, Baol, Sine, and Saloum, extends to the total disappearance of the water.

Moreover, one notes that, as a result of the evaporation of the waters of the Saloum, the salt content of these waters is greater than that of the ocean.

/103 cont./

633 [47] instance, a customs office, and a telegraph, telephone, and post office. The various administrative services are represented there (public works, treasury, medical aid, education, agriculture, veterinary medicine, etc.).

433 Financial situation. Taxes. The circle of Sine-Saloum is constantly increasing in importance because of its size, population, and economic resources.

[496] [49] [505] Because of its exceptional location, the railway from the Sudan crosses it over a distance of 190 kilometers. Seven stations mark it out. Its railroad network and its system of highways and canals permit it to drain to Kaolack and [439] Foundiougne all of the products of the soil. Thus, the total commerce for 1927 (imports and exports combined) amounted 651 to 350 million francs for the circle. The customs duties collected for the benefit of the general budget of French West Africa reached 13 million francs. The taxes from the tax rolls (personal taxes, patents, licenses, etc.) have risen to 25 million francs, whereas they did not exceed the figure of 4,300,000 francs in 1923. The advance is thus remarkable.

Native personal taxes alone in 1927 provided 3,768,355 francs, whereas in 1921 they brought in only 2,791,000 francs.

Taxes on livestock went from 270,000 francs in 1921 to 425,000 francs in 1927.

871 /104/ Education. Instruction is given to the children [875] by French and native teachers. There is a regional school with 500 pupils at Kaolack. Primary schools are operating [872] at Fatick, Foundiougne, Sokone, Gossas, Kaffrine, and Nioro. In all, 1,200 children receive instruction; only an elite goes to school. A need for the creation of new centers of education is felt, especially at Birkelane, Koungheul, Gandiaye, Niakhar, and Tataguine. Nevertheless, although instruction in French is given only in our schools, the natives also receive some rudiments of instruction in the Koranic schools. The latter are quite numerous.

1/ [in KAOLACK - ANALYST]

/109 cont./

491 line in addition to the normal traffic of pedestrians and vehicles.

653 The colony of Senegal, in concert with the Société Coignet, is currently preparing the agreement, which will be passed immediately and which will require three years for the landing, the embankments of the terrepleins, and the bridge.

The realization of the works and arrangements planned will be an interesting example of close co-operation between the government of the colony, the public works services, the [441] Kaolack Chambre de Commerce, and private enterprise.

433 To demonstrate the importance of the port of Kaolack, it is sufficient to put some figures before the eyes of the reader. One will get an idea of the growth of the commercial movement that the privileged location of Kaolack on the river enabled one to foresee 15 years ago.

433 In 1905, Kaolack was still a small, insignificant vil-
● 505 lage. Foundiougne was the great port of the Saloum. But Kaolack was the outlet for an entire hinterland much larger; it was the access route of the products from Baol and Haut-Saloum /Upper Saloum/; finally, it was the natural port for the Sudan. Its approach, 120 kilometers from the ocean and made difficult by the passage of the Sangomar channel and [502] the sandbanks of the river, has been facilitated by the buoys. Running aground has become much rarer. Piloting, however, is obligatory.

496 Railroads. The railroad from Thiès to Niger, /110/
433 extended by a branch of 22 kilometers, which starts at Guinguinéo and ends at Kaolack, brought out the full importance of the latter point as the lands located near the railroad were improved. This development will take several years. It is steadily and fully progressing today. Like all railroad lines, the artery of the Thiès-Niger breathes life into formerly deserted regions, which are now being populated and opened for colonization.

648 Undoubtedly Kaolack benefited from the non-application
504 of the Franco-British pact of April 8, 1904. As is known,

/111 cont./

491 season by truckage, the development of which has grown in
[494] considerable proportions since 1920.

The network of roads is on the whole excellent. Every winter, it is subject to deteriorations; the latter are repaired as soon as the dry season arrives. Thousands of workers making
[464] their annual contribution are employed there under the supervision of native chiefs and under the direction of the European administrative authorities. Some artificial works, embankments, bridges, culverts, gutters, and channels have been constructed in the swampy places or to cross spots of water.

363 In the communes, the roads are gradually being paved with paving stones as the urban streets develop. In Kaolack six kilometers of streets have been paved with stones in the past five years.

● 505 Inland navigation. As we have already seen, the Saloum is the major channel of inland navigation. Steamers enter it by the maritime passage of Sangomar. In the channel, 120 kilometers long, up to Kaolack, there are some bends or
[502] passages that are quite difficult to negotiate. A pilot is necessary. All of the boats have one, whom they take on at Dakar or Rufisque. The Sine is traveled in the same fashion up to Niamnioroh.

[501] There are countless marigots which are accessible to cutters, small launches, barges, or dugouts. There are several thousand kilometers /112/ of waterways which connect villages, centers of cultivation, and fishing agglomerations.

In the Bas-Saloum in particular, commercial traffic is handled by cutters or by dugouts.

Saboya, on the marigot Miniminian, an affluent of the Gambia, is accessible to ocean-going vessels. Each year boats come to seek the stock of groundnuts produced by this region.

Here are some comparative figures on navigation for the three ports of Kaolack, Foundiougne, and Saboya.

/112 cont./

Port of Kaolack

505 In 1913, the ports of Kaolack and Foundiougne already saw a total of 1,041 incoming and outgoing vessels, but the port of Kaolack did not exceed 200 out of this figure: 100 incoming and 100 outgoing. This was because no customs [651] office existed at Kaolack at that time. Foundiougne was the major center of customs operations. It remained so until 1922. Starting in 1923, Kaolack took flight; Foundiougne then became the second-largest port on the Saloum.

Here are the figures for Kaolack for the years 1922-1927:

(See the following tables.)

23: Aujas--25 G-5 (no date) 1929 MS37 Senegal MS37

• 505 439

Port of Kaolack

Years	Vessels		Total	Imports		Exports		Total	
	In-coming	Out-going		Weight	Value	Weight	Value	Weight	Value
				tons	francs	tons	francs	tons	francs
1922	191	183	374	2,773	5,051,568	33,396	15,511,484	36,169	20,563,052
1923	147	581	1,228	44,808	27,954,644	79,721	48,360,455	124,529	76,305,100
1924	516	511	1,027	31,300	43,081,146	94,800	99,230,755	126,107	142,311,901
1925	482	483	965	51,150	71,165,898	121,241	139,292,637	172,391	161,401,932
1926	791	791	1,582	57,245	128,869,032	140,386	218,488,749	197,631	348,357,781
1927	828	829	1,657	60,789	116,138,356	138,664	213,889,002	199,453	330,027,358

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23; Aujas--26 G-5 (no date) 1939 MS37 Senegal MS37

PORT OF FOUNDIOUGNE

Years	Vessels		Total	Imports		Exports		Total	
	In-coming	Out-going		Weight	Value	Weight	Value	Weight	Value
				tons	francs	tons	francs	tons	francs
1922	624	630	1,254	5,741	15,742,749	85,507	45,523,369	91,245	61,275,118
1923	822	785	1,607	6,292	15,024,623	43,303	27,129,527	49,595	42,154,250
1924	744	739	1,483	10,957	28,304,623	43,422	41,882,147	54,379	70,186,770
1925	650	661	1,311	13,453	32,501,849	59,[illegible]	1,006,933	72,484	94,408,782
1926	707	747	1,454	14,644	41,776,166	65,226	90,798,776	79,869	132,574,942
1927	727	753	1,480	10,427	36,343,264	57,471	81,325,445	67,898	117,668,709

505
139
/1115/
23: Aujas--27 G-5 (no date) 1929 MS37 Senegal 1937

PORT OF SABOYA

Years	Vessels		Total	Imports		Exports		Total	
	In-coming	Out-going		Weight	Value	Weight	Value	Weight	Value
				tons	francs	tons	francs	tons	francs
1922	Noth-ing	Noth-ing							
1923	7	7	14	43	78,282	1,657	831,147	1,700	909,429
1924	9	9	18	107	290,000	1,601	6,710,000	4,279	6,810,000
1925	11	8	19	149	331,000	1,609	2,020,011	4,069	2,351,011
1926	6	4	10	75	150,000	3,834	5,443,800	3,909	5,593,800
1927	3	3	6	21	100,000	4,258	6,710,000	4,279	6,810,000

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Movement of the Ports of Sine-Saloum: Kaolack, Foundiougne, and Saboya

Years	Vessels		Total	Imports		Exports		Total	
	In-coming	Out-going		Weight	Value	Weight	Value	Weight	Value
				tons	francs	tons	francs	tons	francs
1922	815	813	1,628	8,514	20,794,317	118,903	61,043,853	127,417	81,838,170
1923	1,476	1,373	2,849	51,143	42,979,267	124,681	76,321,129	175,824	119,368,779
1924	1,269	1,259	2,528	42,364	71,675,769	139,823	141,112,902	182,194	214,398,421
1925	1,143	1,152	2,295	64,752	103,998,747	182,192	202,319,581	246,944	258,161,725
1926	1,504	1,542	3,046	71,964	170,795,198	209,446	309,287,525	281,409	486,526,523
1927	1,558	1,585	3,143	71,237	152,581,620	200,393	301,924,447	271,630	454,506,067

/116/
23: Aujas--28 G-5 (no date) 1929 MS37 Senegal MS37

Total Traffic for the Circle
(Kaolack, Foundiougne, Saboya)

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Periods	Tonnage Unloaded	Tonnage Loaded	Tonnage Unloaded and Loaded
1909-1913	12,076 t.	49,189 t.	61, 265 t.
1914-1918	12,333	70,767	83,100
1919-1923	17,438	99,803	17,241
1924	42,288	139,712	182,000
1925	64,668	182,277	246,945
1926	71,964	209,446	281,410
1927	71,237	200,393	271,630

433 The tonnage decreased by about 10,000 tons in 1927,
505 but this was solely due to the fact that the groundnut harvest was slightly deficient as a consequence of an overabundance of rain. On the whole, one can say that there has been constant and uninterrupted progress since the pre-war period. The announcement of this figure indicates the flourishing situation of the region of Sine-Saloum.

433 In 1927 the total value of imports and exports for the
439 circle amounted to 454 million francs, 330 million of which were for Kaolack. With what left by way of the small customs stations along the border with Gambia, one can acknowledge that the value of general commerce in 1927 was almost 500 million, or almost a third of the total commerce of the colony of Senegal, which in 1927 amounted to 1 billion 562 million.

These figures speak for themselves.

Agricultural Resources of the Region: Crops

244 The principal crop of Sine-Saloum is the groundnut.
433 This plant is cultivated everywhere, but the best lands are
[134] in Sine and north of the railroad. The lands of Bas-Saloum

/123 cont./

439 Commerce. Commerce has not stopped progressing since the end of the war, for both imports and exports.

Fabrics constitute the principal part of the imports, along with toys and construction materials.

The groundnut is the principal product exported. It is the one that makes up the wealth of the region.

[471] Commerce is for the most part in the hands of French Sociétés /companies/ or individuals, who have established branches in all the important centers. These branches have been multiplying in the past several years and even extend into the small villages which are disposal centers /124/ for the sought-after agricultural product. Today the truck penetrates into the most remote corners. In other words the farmer no longer has to put himself out in order to sell his products. One comes to him to buy his groundnuts at the very place of the harvest. The petty retail trade is in the hands of native [443] traders or Syrian merchants.

Imports. We saw above the figures for the movement of navigation and the tonnage of the goods unloaded in the various ports. The high prices for fabrics that have been reached in the last three or four years have caused a certain drop in business, from which the wholesale trade and the retail trade have suffered.

439 505 Exports. We are giving below the figures for the export of groundnuts. As is known, for Senegal the past two years have been calculated at a tonnage of 483,980 tons in 1926 and 485,608 tons in 1927, with a respective value of 740 million and 616 million.

Out of this total, the share of the ports of the Saloum, going back to 1921, is the following:

/124 cont./

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	Kaolack	Foundiougne	Totals (1)
1921		73,885 t.	73,885 t.
1922	29,192 t.	79,882	109,074
1923	75,503	36,954	112,457
1924	90,421	39,221	129,633
1925	110,787	52,986	163,773
1926	135,899	58,271	194,170
1927	134,947	51,808	186,755

1. Kaolack, up to 1922, had no customs office. It was Foundiougne which centralized all the operations.

To the above figures must be added those for the port of Saboya which we gave above.

On the whole, the tonnage of groundnuts exported by way of the ports of the circle was 198,000 tons in 1926; in 1927, 191,000 tons, or 40% of the /125/ total exports of groundnuts from Senegal. It should be noted that in 1906 the tonnage exported amounted to only 31,000 tons.

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433 The production of the circle being 140,000 tons, the difference over that comes from the harvest of the regions of Baol, Tambacounda, and the Sudan, which is shipped to Kaolack and Foundiougne. If one compares these figures with the production of 1913, which was 60,000 tons, one sees how much progress has marked the cultivation of groundnuts.

Imports and exports combined make the general commerce of the circle reach close to 300,000 tons at present.

651 Customs receipts. The Kaolack customs office took in as receipts the sum of 13,901,810 francs in 1927.

The one at Foundiougne, 4,001,249 francs.

Or a total of 17,903,059 francs.

If one adds to this the receipts from Saboya and those from the frontier posts of the Gambia, the total receipts exceed 18 million francs. We are far from the figure for 1905: 405,000 francs.

22: Poix--1 G. T-5 (1822) 1955 MS30 Wolof MS30
Senegal MS37

/41/

Foreword

A curious figure, Christophe Paulin de la Poix, Chevalier de Fréminville, captain of the frigates of the king. W 114

There were three different persons in him: the sailor, the writer and natural scientist, and the eccentric (his custom of dressing as a woman caused him to be nicknamed "la chevalière").

Born in 1787, he served under Napoleon, then under the Restoration. It was in 1822 that he made the voyage to Senegal aboard "la Néreide" which is reported here.

Unfortunately we have only extracts from the memoirs of the Chevalier; the picturesque recollection of Dakar that he relates to us makes us regret that we do not possess the complete work, but we do not know who has it.

We hereby thank the Librairie Champion for having kindly authorized us to reproduce the following pages (pages 107-125) taken from the Mémoires du Chevalier de Fréminville (1787-1849), collected by E. Herpin, Paris, Champion, 1913. We have added to it some short notes intended to clarify the text. (N. D. L. R.).

/42/ On the fourth of April (1822), in the morning, the sea had manifestly changed color. We made ready to strike for the coast of Saint-Louis, a little to the north of the Senegal River. We did not reach it until the next day. W 123

We were scarcely at anchor when the lighter la Cauchoise, commanded by the chevalier de Missielly, post lieutenant /lieutenant de vaisseau/, passed our stern. Its whole crew, gathered at the side, saluted us three times with the shout of "Long live the King!" We returned the salute with three similar shouts.

Not until the seventh did the state of the bar permit a pilot from Saint-Louis to come on board. This pilot brought us, on behalf of M. Roger (1), governor of the colony, the most S 505

1. Baron Roger, governor of Senegal from 1822 to 1827, a S [175] [659]

22: Poix--2 G.T-5 (1822) 1955 MS30 Wolof MS30
Senegal MS37

/42 cont./

remarkable man -- in spite of the estimation of Fréminville. Aided by the gardener Richard, he gave a vigorous push to agronomic research in Senegal.

S 505 [175] [654]

singular letter. M. Roger, ex-barrister, then housing administrator, and subsequently having become -- nobody knows how -- governor, was asking us what our tonnage was, the nature of our cargo, the name of our firm...

Wanting to laugh at his expense, our commander answered him that the frigate of the King of France, la Néreide, was sent from Brest by M. Louis, citizen of Paris, foremost merchant of the kingdom; that she carried a load of powder and balls, as well as 325 soldiers destined for the colony; that therefore he requested him to send us as soon as possible some small boats in order to transport our passengers to land.

W 123

The debarkation of our troops dragged on until the fourteenth under the most deplorable conditions.

Just at that date 130 men arrived for us, coming from Africa and destined for Gorée. They were commanded by M. de Lâge, battalion chief and chevalier de Saint-Louis. This officer was accompanied by his wife, his son, and his daughter. The latter, 15 years old, was very pretty.

W 439

We also received a multitude of parrots, parakeets, and monkeys brought by Negroes, and everyone amused himself by buying some of them. As a result, there was an unendurable concert on board.

Much more welcome than all this menagerie, abundant provisions of oranges, lemons, coconuts, and bananas were also brought to us by a schooner which arrived from Cape Verde.

We got under way on the eighteenth. All day long we hugged the shore of a low, sandy land. Night brought us a very strange concert. It was given for us by lions who were bathing in the waves near the shore. In the darkness of the evening these roars reminded one of the noise of thunder, but had a much more curious and frightening character.

W 123 [136]